

Purpose of Meeting:

To present analysis results of the five Build Alternatives and recommendations of the Project Team, Technical Advisory Committee, and Community Sounding Board

- ◆ Alternatives screened from further analysis
- ◆ Alternative promoted for detailed analysis
- ◆ Receive comments and ideas from the public

Where We've Been

- ◆ Public Meetings
 - May 24, 2006
 - Presented Ideas for Purpose and Need
 - Received public comments and ideas
 - Incorporated comments into Purpose and Need Statement
 - September 26, 2006
 - Presented Purpose and Need Statement
 - Presented 4 General Alternatives
 - Received public comments and ideas
 - Added Alternate 5 as a result of comments and ideas
- ◆ Analysis of Alternatives







Where We've Been

- ◆ Community Sounding Board (CSB) Meetings
 - April 25, 2007
 - Reviewed modeling results for all alternatives
 - May 2, 2007
 - Recommended that Alternatives 1 and 5 be screened-out for failure to meet Purpose and Need
 - July 11, 2007
 - Reviewed refined Purpose and Need screening for Alternative 3
 - Recommended that Alternative 3 be screened-out for not meeting Purpose and Need
 - Reviewed historical impacts due to Alternative 4
 - Recommended that Alternative 4 be screened-out

Glossary

The following are some acronyms that you may encounter at this public meeting:

- ◆ **CSB**–Community Sounding Board. A group of local residents, business owners, and civic leaders who meet when necessary to review and comment on the progress of the Environmental Impact Study.
- ◆ **LOS**–Level of Service. A quality measure, generally in terms of such service measures as speed, travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. A given LOS (A,B,C,D,E,F) comprises or describes traffic conditions or values given from the perspective of the facility user.

A	B	C	D	E	F
					
Free-flow Operations	Reasonably Free-flow	Stable Operations	Boarderline Unstable	Extremely Unstable	Breakdown

Glossary

- ◆ **TSM**–Transportation System Management. Activities that improve traffic flow and provide limited capacity improvements without building new travel lanes. Activities include intersection improvements, signal coordination, access management, etc.
- ◆ **P&N**–Purpose and Need

Purpose and Need

Three-fold Purpose and Need of the Project:

- ◆ Address current and projected traffic demand and operations for the South Layton Interchange (I-15 Exit 330)
- ◆ Provide grade-separated transportation access across the Union Pacific Railroad to the developing area of west Layton
- ◆ Provide adequate transportation facilities and traffic capacity west of I-15 to relieve existing and projected traffic congestion on Gentile Street

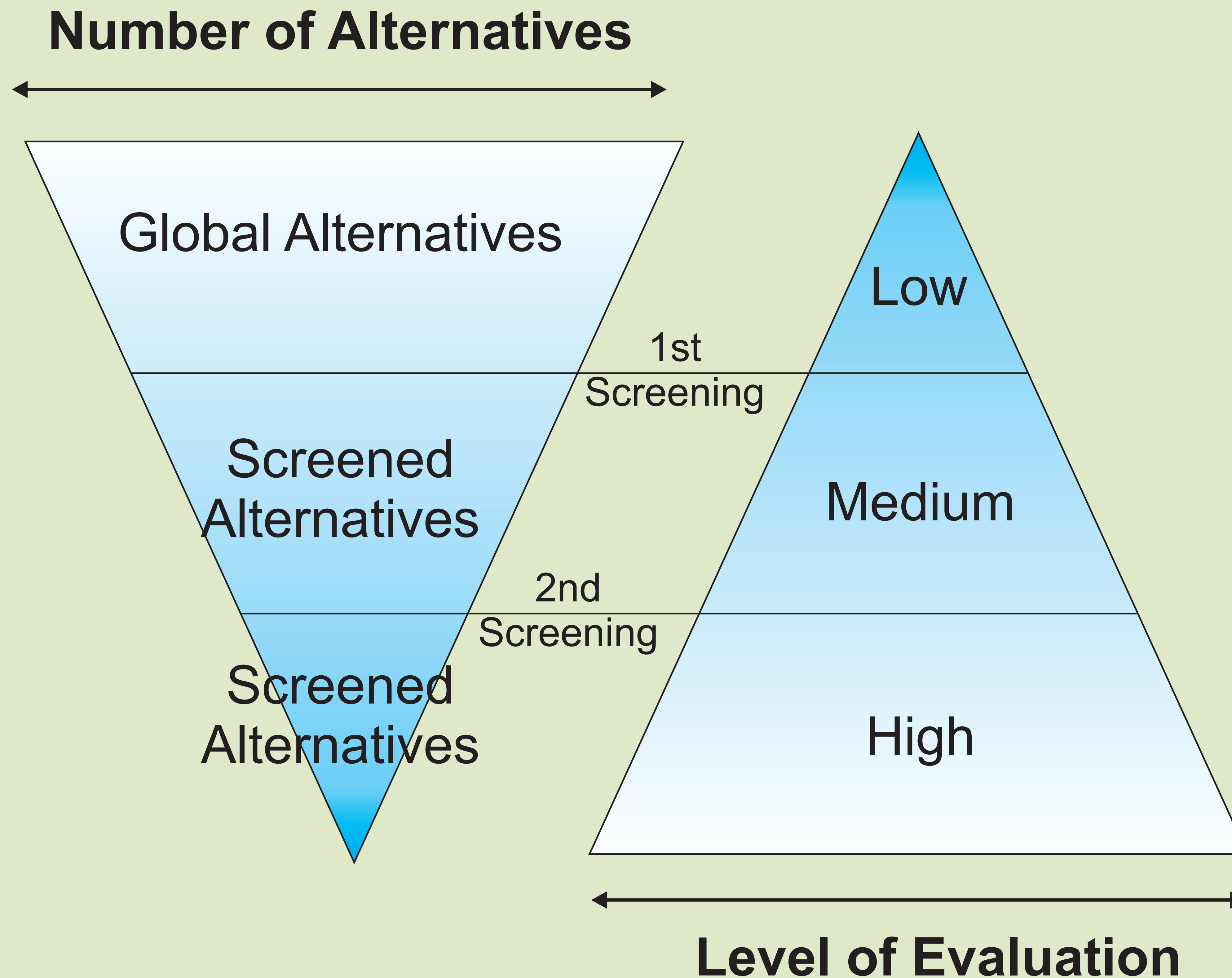
Screening Process

- ◆ 1st Level—Purpose and Need
 - Corridor analysis
 - Intersection analysis (refined screening)
- ◆ 2nd Level—Critical environmental resources screening
 - Historical [Section (4f)]
 - Wetlands, wildlife, threatened and endangered species
 - Cultural, social, economic, archeological

No-Action Alternative

- ◆ Assumes all roads from Layton City Transportation Master Plan are built **including King Street Extension**
- ◆ Assumes all roads from Wasatch Front Regional Council Long Range Plan are built
- ◆ Assumes all other planned transit facilities are constructed

Screening Process



Screening Process

- ◆ Community Sounding Board Meeting April 25th
 - Reviewed Level of Service Corridor Analysis
 - King Street extension recommended
- ◆ Community Sounding Board Meeting May 2nd
 - Recommended elimination of Alternatives 1 & 5
 - Recommended addition of sub-alternatives on Alt. 2
 - Combine 1 & 2 (2H)
 - Combine 1, 2, & 5 (2I)

Refined Screening for P&N

- ◆ Intersection Level of Service Analysis for Alt. 2, 3, &4
 - Alternative 3 can't meet traffic demands at Main and Gentile
 - Alternative 4 meets traffic demands
 - Alternative 2 meets traffic demands
- ◆ July 11th Community Sounding Board meeting
 - Alternative 3 screened from further study because of P&N
 - King Street extension will be included in the Layton City Transportation Master Plan

2nd Screening (Environmental)

- ◆ Federal regulations [Section (4f)] require special effort to preserve the natural beauty of public park & recreation lands, wildlife & waterfowl refuges, and historic sites
- ◆ Impacts to Section 4(f) properties are allowed only if:
 - There is no prudent & feasible alternative to using that land and
 - The project includes all possible planning to minimize harm to the Section 4(f) property resulting from the project
- ◆ Section 4(f) properties along Gentile Street include:
 - Historic Commercial Building
 - Historic Houses
 - Park / Recreation property
- ◆ Historic Structures are eligible for Section 4(f) if:
 - Structure is at least 45 years old
 - Has historic integrity and value
 - No major alterations (siding, roofing, windows, additions, etc)

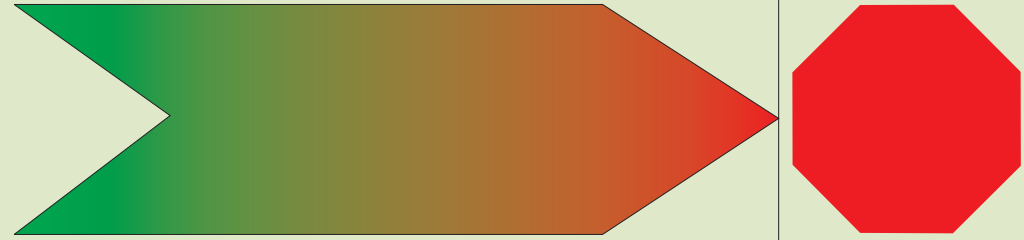

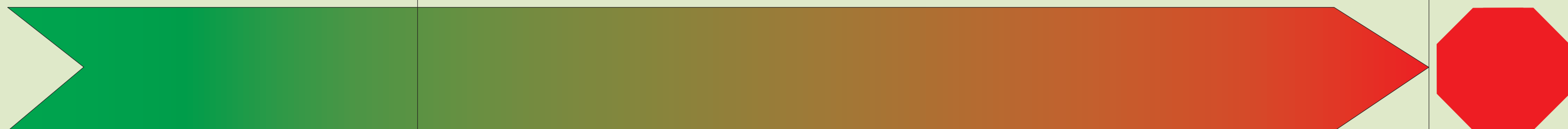
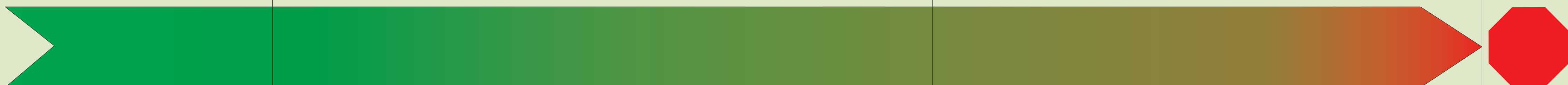

2nd Level Screening

- ◆ Widening Gentile Street will have numerous historical property impacts for either centerline or north-shift alignments
- ◆ Alternative 4 recommended for elimination at July 11th CSB meeting due to historical impacts

What Happens Next?

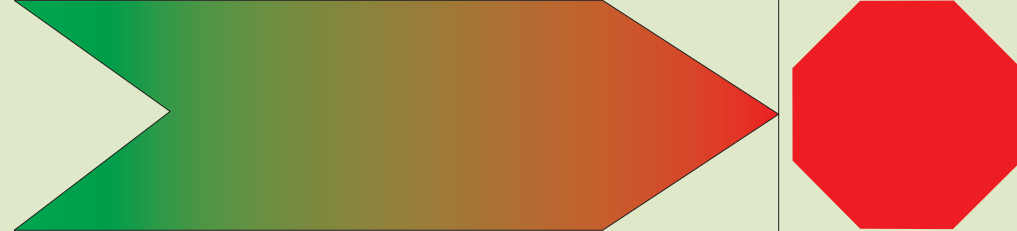
- ◆ Detailed Environmental Analysis for new South Layton Interchange
 - Land Use
 - Farmlands
 - Social & Economic Justice
 - Relocations
 - Economic Conditions
 - Bicyclists & Pedestrians
 - Air Quality
 - Noise
 - Water Quality
 - Flood Plains
 - Threatened & Endangered Species
 - Wetlands
 - Wildlife
 - Cultural Resources
 - Hazardous Waste
 - Visual
 - Energy
 - Invasive Species
- ◆ Anticipated Draft EIS to FHWA on December 20, 2007
- ◆ Public Hearing March 2008

Alternative Screening Summary

Corridor Analysis	Intersection Analysis	Impacts Analysis	EIS
Alternative 1			
Alternative 2			
Alternative 3			
Alternative 4			
Alternative 5			
No-Action Alternative	Does not meet Purpose and Need — Advanced for further study as required by law		
Purpose and Need Screening		Critical Environmental Resources Screening	

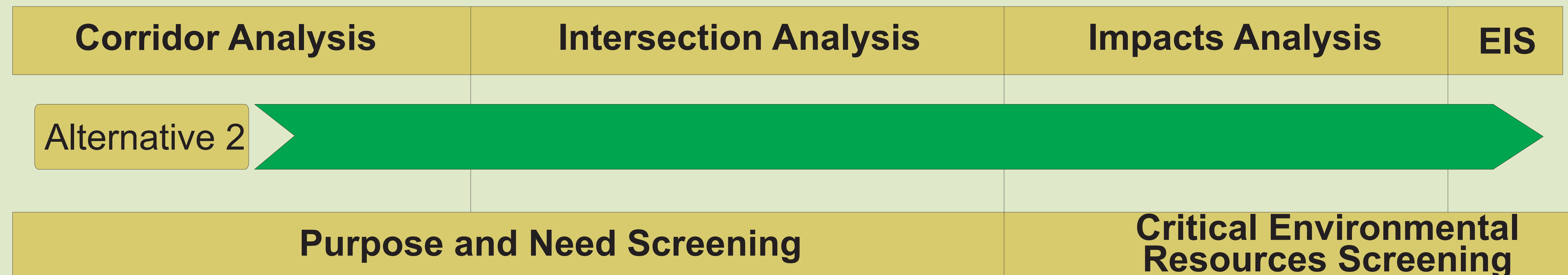
Alternative 1 Screening

- ◆ Corridor Analysis – Does not meet Purpose and Need
– Does not meet current or future demands on Gentile Street
- ◆ Recommended for elimination from further study

Corridor Analysis	Intersection Analysis	Impacts Analysis	EIS
Alternative 1 			
Purpose and Need Screening		Critical Environmental Resources Screening	

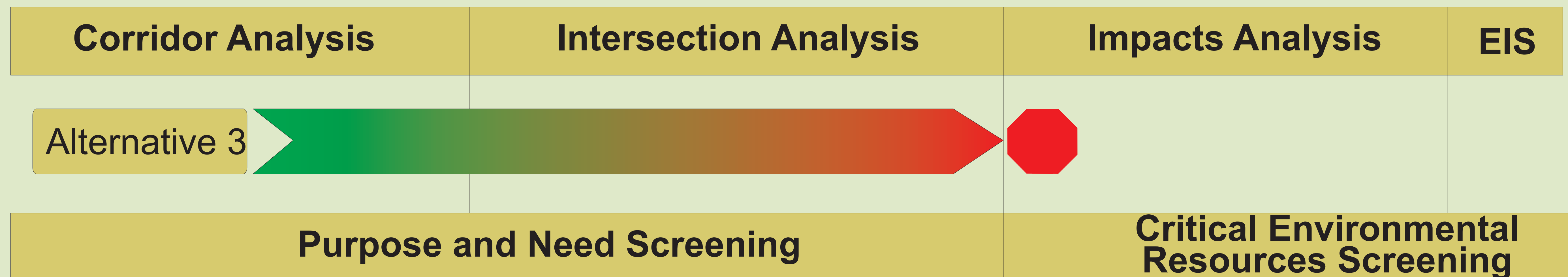
Alternative 2 Screening

- ◆ Corridor Analysis – meets Purpose and Need
- ◆ Intersection Analysis – meets Purpose and Need
- ◆ Critical Environmental Resources Screening – Ok



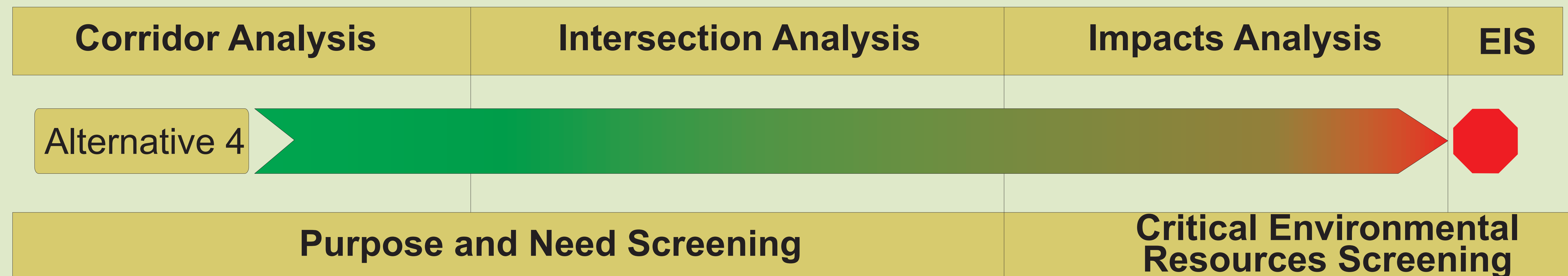
Alternative 3 Screening

- ◆ Corridor Analysis – meets Purpose and Need
- ◆ Intersection Analysis – does not meet Purpose and Need
– Fails to accommodate future transportation demand on Gentile Street at Main Street
- ◆ Recommended for elimination from further study



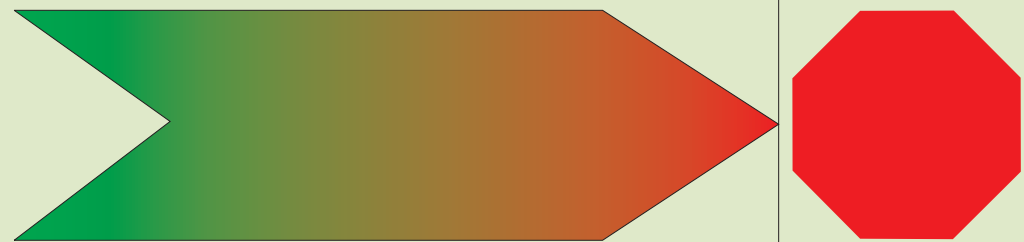
Alternative 4 Screening

- ◆ Corridor Analysis – meets Purpose and Need
- ◆ Intersection Analysis – meets Purpose and Need
- ◆ Substantial Critical Environmental Resources Impacts
- ◆ Recommended for elimination from further study due to high number of potential impacts to historic structures



Alternative 5 Screening

- ◆ Corridor Analysis – Does not meet Purpose and Need
 - Does not meet current/future transportation demand on Gentile Street
- ◆ Recommended for elimination from further study

Corridor Analysis	Intersection Analysis	Impacts Analysis	EIS
Alternative 5 			
Purpose and Need Screening		Critical Environmental Resources Screening	